(ZISTEL**:** 19th-Century evidence? Or Wikipedia?.....)

CEDAR POINT: WHO WILL TELL THE TRUTH?; WIKIPEDIA?

[This (future*) publication will critique Wikipedia's presentation of 'Cedar Point' (including multiple attempts, by members of "C.P.P.-I.C.", to make corrections to that information, by referencing 19th-Century documentation; but were continually impeded by Wikipedia member "gonein60", et. al., from making any pertinent edits whatsoever, there). Also (inexplicably) counteracted was the creation of a "wiki" geographic entry for Cedar Point (island; formerly a peninsula prior to 1969); and etc.]

---

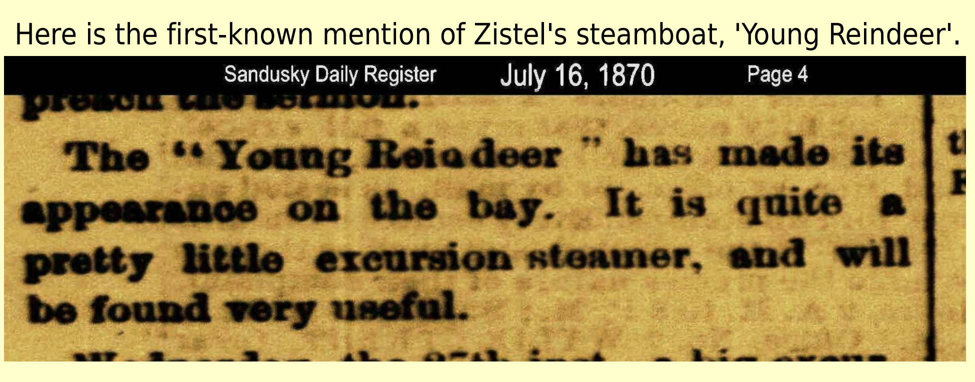
*This initial (preliminary) critique, specifically concerns the Wikipedia assertions about "Louis Zistel", (and for whom, the creation of a separate "Wiki" biography had also been counteracted there).

Here is, (for more than a decade), what Wikipedia "editors" have asserted there, about Zistel (and "his beer garden"):

> In the 1860s during the American Civil War, housing for a battery of four field artillery pieces was constructed at the tip of the peninsula.
>
> [[...or, to be more succinct, in normal-people-speak:
> "...the Union Army built a small fort there, which had several cannons"....]]
>
> It was used[?] to defend a prison for Confederate soldiers on nearby Johnson's Island. Louis Zistel, a German immigrant, built two boats to transport the prisoners.
>
> [[...there seems to be no actual 19th-Century evidence to support that assertion about "Zistel"; however, there was a Captain G.H. BRISTOL, contracted by the U.S. military, to transport prisoners to Johnson's Is.]]
>
> In 1870, he began to ferry locals to the Cedar Point peninsula, which opened as a public bathing beach. Zistel opened a bathhouse on the north shore of the peninsula and the same year built a beer garden with a small dance floor. He charged 25 cents per person to ride from Sandusky to Cedar Point on his boat, Young Reindeer, widely recognized as the beginning of commercial tourism on the Cedar Point peninsula.

Notwithstanding that *"the Cedar Point peninsula"* has been an 'island' since 1969. (technically considered a "barrier island" now) --- but let's examine that last paragraph, in detail, by utilizing actual 19th-Century documentation:

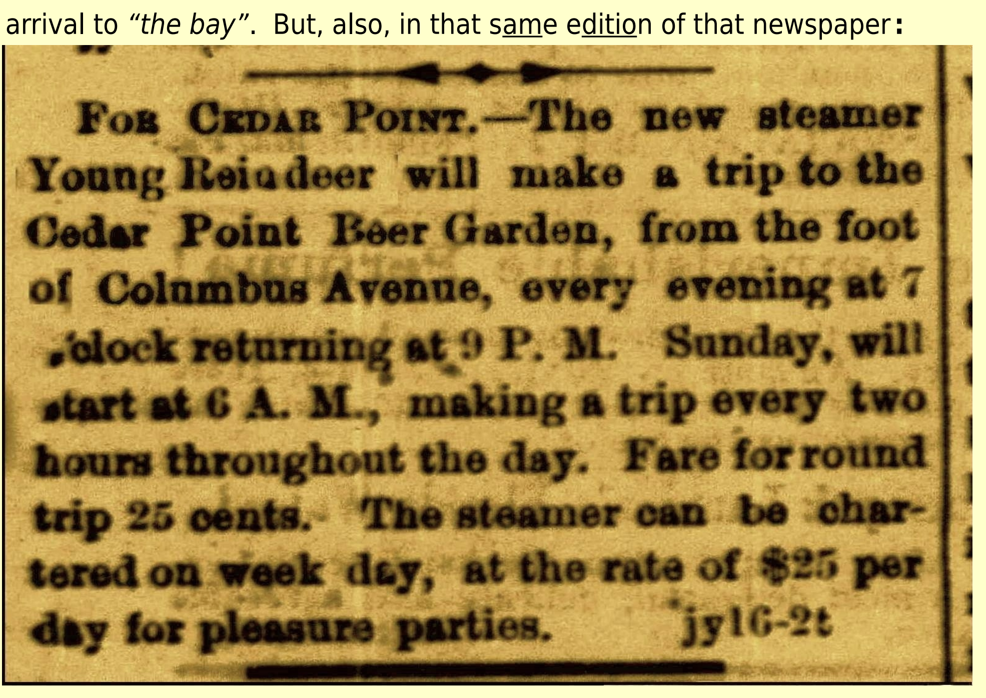
Here is the first-known mention of Zistel's steamboat, 'Young Reindeer'.


Sandusky Daily Register July 16, 1870 Page 4

preach the sermon.

The "Young Reindeer" has made its appearance on the bay. It is quite a pretty little excursion steamer, and will be found very useful.

That item, alone, would seem to indicate that this steamboat was a new arrival to *"the bay"*. But, also, in that same edition of that newspaper:


For Cedar Point.—The new steamer Young Reindeer will make a trip to the Cedar Point Beer Garden, from the foot of Columbus Avenue, every evening at 7 o'clock returning at 9 P. M. Sunday, will start at 6 A. M., making a trip every two hours throughout the day. Fare for round trip 25 cents. The steamer can be chartered on week day, at the rate of $25 per day for pleasure parties. jy16-2t

"FOR CEDAR POINT", was clearly a reference to the entire (former) peninsula. (*"Cedar Point"* was certainly not the 'name' of any specific resort-enterprise). And, that item verifies that the 'Young Reindeer' was a *"new steamer"*, (which, incidentally, obviously disproves the bizarre conclusions by many "historians" that this specific boat was utilized during the Civil War).

[Those items make no mention about who actually constructed this steamboat. Most of the steamboats built in this local area during that general time, (including a larger steamboat named, simply, 'Reindeer'), were constructed at Capt. Monk's expansive boatyard. Therefore, the 'Young Reindeer' was very possibly also built there. Zistel, (who is verified as having been a rowboat-builder), may have merely commissioned/assisted the construction of the 'Young Reindeer' steamboat. And, since that contemporaneous news item proves that the 'Young Reindeer' was not even in existence during the *"Civil War"*; then what were the names of the "two" (steam?)boats (supposedly!) *"built by Zistel"* (and supposedly utilized by him)? Or, was his entire "Civil War" connection, just a concocted story by "historians".]

"*Cedar Point Beer Garden*" would seem to be the actual 'name' of a business-enterprise. But nowhere in any available 19th-Century documentation, does anything state that Zistel, himself, was the business-owner of that enterprise. (The several other early "resorts" upon various areas of this peninsula, were partnerships, consisting of a partner who operated the water-transport aspect, and a partner who operated the "resort". In this case,(especially if maybe the 'Young Reindeer' was merely being specially chartered by the proprietor of the "beer garden"), but, who was the actual business-owner/operator of the "beer garden"? However, no later "historians" have ever even pursued such questions; which is especially odd, considering that the last sentence of that 'ad' clearly states that the 'Young Reindeer' was normally a charter-boat.) Nor does that 'ad' indicate where, on 7-mile-long *"Cedar Point"*, that *"Cedar Point Beer Garden"* was operating. (Could it maybe have simply been established upon the "Carrying Grounds" area, which was still considered to be public-property, at that time? That specific area was certainly an easily-accessible part of "Cedar Point", by the public, for recreation, beginning as early as '1851'. Another popular destination on this peninsula was the U.S. government's light-house property; but that was an unlikely site for a "beer garden". Regardless, 19th-Century sources indicate that no 'resort' operated upon the specific site of the eventual 'Cedar Point Pleasure Resort', until 1883.)

And, note the "coding", (bottom of ad): *"jy16-2t"* (*"2t"*=2 times). That code indicated that the ad was purchased for inclusion in the Sat., July 16th edition, but also intended for one more edition, (which was Monday, July 18th, because there was no Sunday 'edition').

Coincidentally, this had happened, that Sunday, on the first (or second?) day of the *"Cedar Point Beer Garden"* enterprise:

(*" A TERRIBLE TORNADO "*)

Monday, July 18, 1870

YESTERDAY AND ITS HURRICANE.

Hot Weather and High winds—A Terrible Tornado and its Effects—Fires and Accidents—Excitement in the City.

July 17th

The weather was about as hot yesterday as weather can conveintly be. The thermometer ranged from ninety-six to one hundred degrees in the shade during different parts of the day, and by the reckoning of some, about two o'clock it ran up to 104. Not a breath of air was stirring and all nature seemed asleep. The pavements were scorching hot, and shade and coolness could be no where found. Pleasure was sought by different seekers, but we know of none who were successful in their search. People went to church from a sheer sense of duty and listened to the sermons, with the mien of martyrs. About half-past three when the air was the hottest

A SMALL DARK CLOUD

was seen in the nor'west, which soon developed into the most furious tempest our "oldest inhabitant" ever saw. Never was our peaceful beautiful bay so strongly excited; never were its waters so completely at the mercy of the winds; never was its bottom so thoroughly stirred up. The storm came like a flash. The thermometer ran down at the rate of one degree a minute. Istantaneously the streets were filled with whirlwinds of dust, and everything seemed similar to a tropical tornado.

IN THE CITY

signs were stripped from their proper places and landed on the pavement, blinds were torn from off their hinges, roofs lifted, trees uprooted, and limbs broken off, bushes torn up, sign-posts and fences lowered to the ground. On the principal streets there was a constant crashing of glass, the puffs of wind being so strong as to shatter it from the sashes. Men ran from the walks into the road to avoid the falling signs and shutters, and found a place of shelter as soon as possible.

ON THE DOCK.

was a large and excited crowd, which grew larger as the storm increased in wildness. Immense waves were hurled fifteen and twenty feet over the highest docks, and dashed against the buildings with the fury of an ocean storm.

The "Young Reindeer" was within a few rods of the shore when the storm came up, and could hardly make her dock. She had on board an immense load of passengers from Cedar Point beer gardens, but landed them all safely. The little yacht "Restless" was tossed about furiously and came very near being dashed in pieces.

THE WRECKS.

The tug "Young Hickory," owned by Woolworth & Co., and lying at Decatur street dock was dashed to atoms, and notwithstanding the efforts made to save her, no part of her construction can be ever used again. The waves lifted her almost out of the water and hurled her against the dock time after time. A wood scow at the foot of Fulton street, was shattered in the same way. Their fate was shared by many small yachts and fishing boats. The lumber along the edge of the bay was lined with excited spectators. Several sail boats were out, laden with human freight, and every eye watched them with painful interest. Some came in all right but others were not as fortunate. The yacht "Annie Ward" went to the assistance of a boat that had been swamped and capsized, saved her occupants from a watery grave, and after a long struggle succeeded in getting in with only part of her rigging, and a single mast. The tug "Silver Spray" did splendid service in aiding disabled vessels and capsized boats.

THE ALARM OF FIRE

was heard twice soon after the storm began. The fires proved to be at the Colton House and a small brick building near there. At the Colton House two chimneys were ablaze at the same time but were put without much difficulty. At the other place the fire department worked well and saved a large conflagration. The house was near a lumber yard and many fears were felt least that should be ignited.

THE STORM CLOSED

with a refreshing shower near five o'clock, and about an hour afterward the bay was calm again.

Much anxiety was felt in regard to the steamer Ferris, which took out a large excursion in the morning, and many rumors were afloat concerning her, but she came in all safely about nine o'clock, having laid over the storm at Port Clinton.

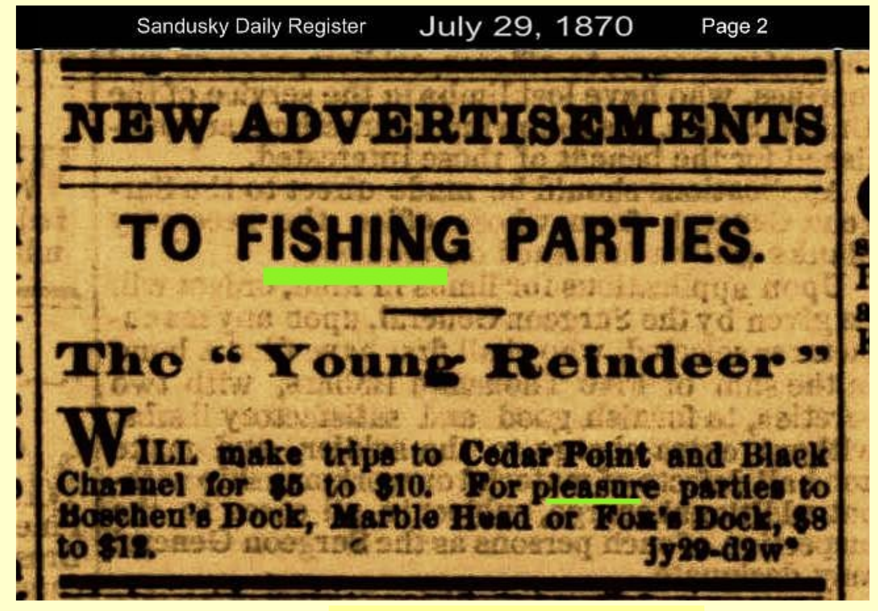
There have probably been many wrecks upon the lake, the tidings of which we have not been able to get, at this time of writing, but we hope we shall have nothing serious to chronicle.

So, what can now be reasonably deduced from that news report? Obviously, during the hottest(!) part of that day, *"an immense load of passengers"* wouldn't be returning from *"Cedar Point"* (the "peninsula"), to that extreme(!) heat of the City. Therefore, presumably, they'd seen the distant *"dark cloud"* approaching, but, there was virtually no rain-shelter anywhere in the area of the *"beer gardens"**; so most of them had rushed to leave, on the boat, (even though they didn't realize how severe the storm was going to be). And, presumably, anyone who wasn't able to evacuate Cedar Point, (the "peninsula"), was stranded there until after the Bay was calm enough, again, (about 6 p.m.).

But the pertinent question is: what damage did Cedar Point Beer Garden suffer, (especially if it was located at the "Carrying Grounds")? Was it entirely eradicated? ....which would easily explain why there was no further mention of "Cedar Point Beer Garden", after that July 18th news. (Although, its same 'ad' which had already been contracted, of course had also appeared in that July 18th 'edition'.)

[*> Its precise business-name was "Cedar Point Beer Garden".]

The following week, this new 'ad' in the local newspaper mentions nothing about "Cedar Point Beer Garden", (nor about any "resort" enterprise operating on this "peninsula") **:**


Sandusky Daily Register July 29, 1870 Page 2

NEW ADVERTISEMENTS

TO FISHING PARTIES.

The "Young Reindeer"

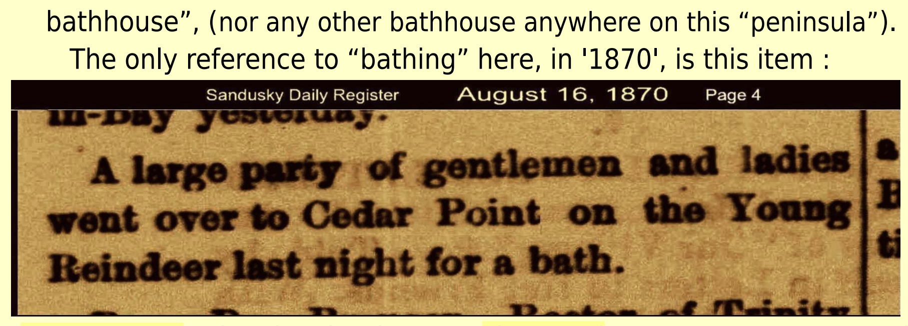
WILL make trips to Cedar Point and Black Channel for $5 to $10. For pleasure parties to Boschen's Dock, Marble Head or Fox's Dock, $8 to $12. jy29-d2w*

Obviously, those were all specially chartered excursions, being offered. *"Will make ["fishing"] trips to Cedar Point"* was, again, a (general) reference to the entire "peninsula", (not the 'name' of any specific resort-enterprise). The *"Black Channel"* was a navigable route through the marsh between the "peninsula" and the mainland. The *"pleasure parties"* destinations, (*"Boschen's Dock, "Marble Head",* and *"Fox's Dock"*), were, of course, not for "Cedar Point", but elsewhere at several other areas of Sandusky Bay. But, (equally pertinent), notice the 'code', this time: *"d2w"*. Indicating, that this ad was contracted to appear daily for 2 weeks.

None of which necessarily means that (already) *"Cedar Point Beer Garden"* was no longer operating. But, it certainly adds doubt about the longevity of "Cedar Point Beer Garden." (But, if it was still operating, apparently Zistel was no longer even involved with it?)

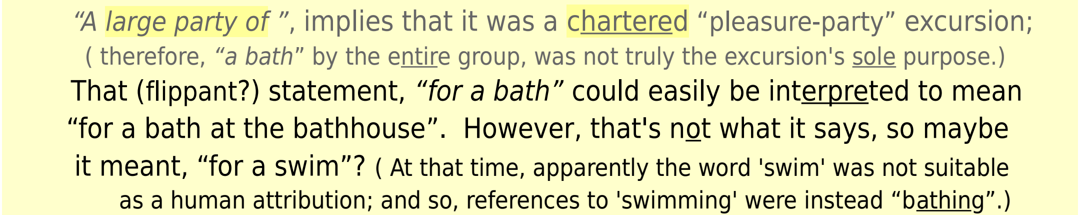
No further 19th-Century evidence seems to have been provided by "historians", to substantiate their own (conflicting) stories about it.

Next, let's evaluate Wikipedia's "Zistel bathhouse" statement. No '1870' newspaper items specifically mention any such "Zistel bathhouse", (nor any other bathhouse anywhere on this "peninsula"). The only reference to "bathing" here, in '1870', is this item **:**


Sandusky Daily Register August 16, 1870 Page 4

A large party of gentlemen and ladies went over to Cedar Point on the Young Reindeer last night for a bath.

"A large party of ", implies that it was a chartered "pleasure-party" excursion; (therefore, *"a bath"* by the entire group, was not truly the excursion's sole purpose.) That (flippant?) statement, *"for a bath"* could easily be interpreted to mean "for a bath at the bathhouse". However, that's not what it says, so maybe it meant, "for a swim"? (At that time, apparently the word 'swim' was not suitable as a human attribution; and so, references to 'swimming' were instead "bathing".)



[Note the original caption, and reference to geographical *"Cedar Point, Ohio"*, (the "peninsula").]

Might there have been a (pay?) "bathhouse" merely for clothes-changing? Yes; but there is no specific reference to any such bathhouse (even though other, later (pay) "bathhouses" were subsequently mentioned specifically). And, so, it would merely be an assumption that any bathhouse enterprise existed in "1870", somewhere on this many-miles-long (former) peninsula, (where the public had been freely "bathing"/swimming, long before "1870"). And, even if such a "bathhouse" existed, then more speculation is required to attribute it as being "Zistel's"(?) bathhouse at "Zistel's"(?) *"Cedar Point Beer Garden",* (somewhere on many-miles-long "Cedar Point", the "peninsula"). (Multiple compounded 'speculations' do not result in very reliable 'history'.)

Regardless of any true or imagined activities, but none of Zistel's activities in "1870", had any relevant business-connection to the enterprise which eventually became 'Cedar Point' resort of the 21st-Century.

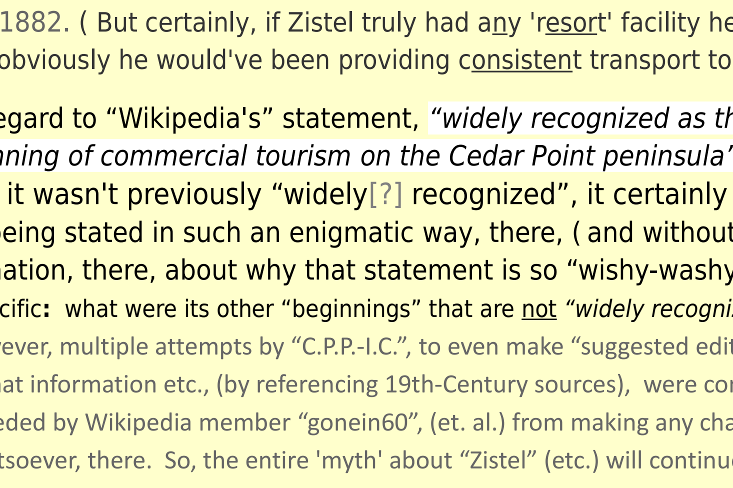
Early sources are clear, that the enterprise which was the direct precursor to the modern-day enterprise, was begun in 1882.

One of those sources (Peeke) specifically indicated that there was no regularly-scheduled water-transport to Cedar Point (the "peninsula"), until 1882. (But certainly, if Zistel truly had any 'resort' facility here, then obviously he would've been providing consistent transport to it?!)

In regard to "Wikipedia's" statement, *"widely recognized as the beginning of commercial tourism on the Cedar Point peninsula"***:** Well, if it wasn't previously "widely[?] recognized", it certainly is now, after being stated in such an enigmatic way, there, (and without any explanation, there, about why that statement is so "wishy-washy"). (In specific**:** what were its other "beginnings" that are not *"widely recognized"*??)

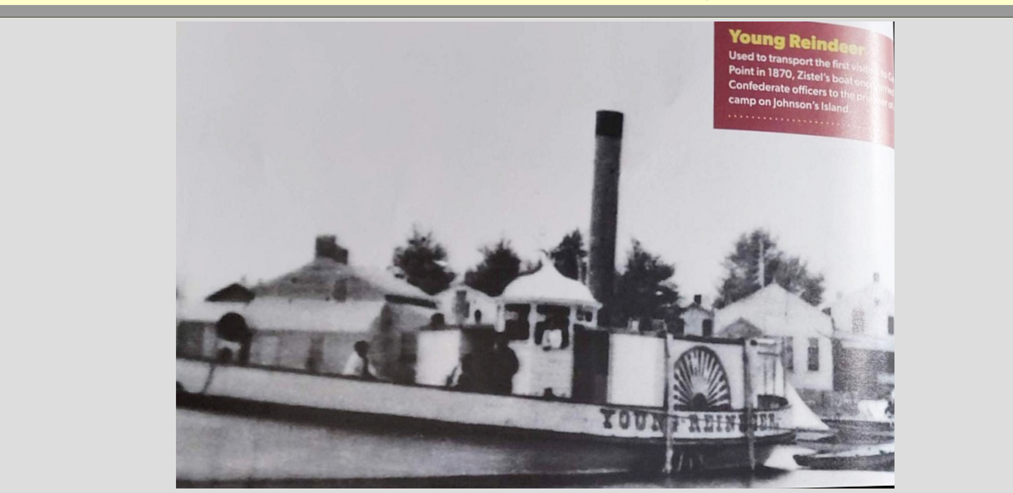
[However, multiple attempts by "C.P.P.-I.C.", to even make "suggested edits" to that information etc., (by referencing 19th-Century sources), were continually impeded by Wikipedia member "gonein60", (et. al.) from making any changes whatsoever, there. So, the entire 'myth' about "Zistel" (etc.) will continue to be "widely recognized", for as long as those specific "editors" desire it to be.]

{ See the full "CEDAR POINT TRUTH" series of "C.P.P.-I.C." publications, at archive.org }

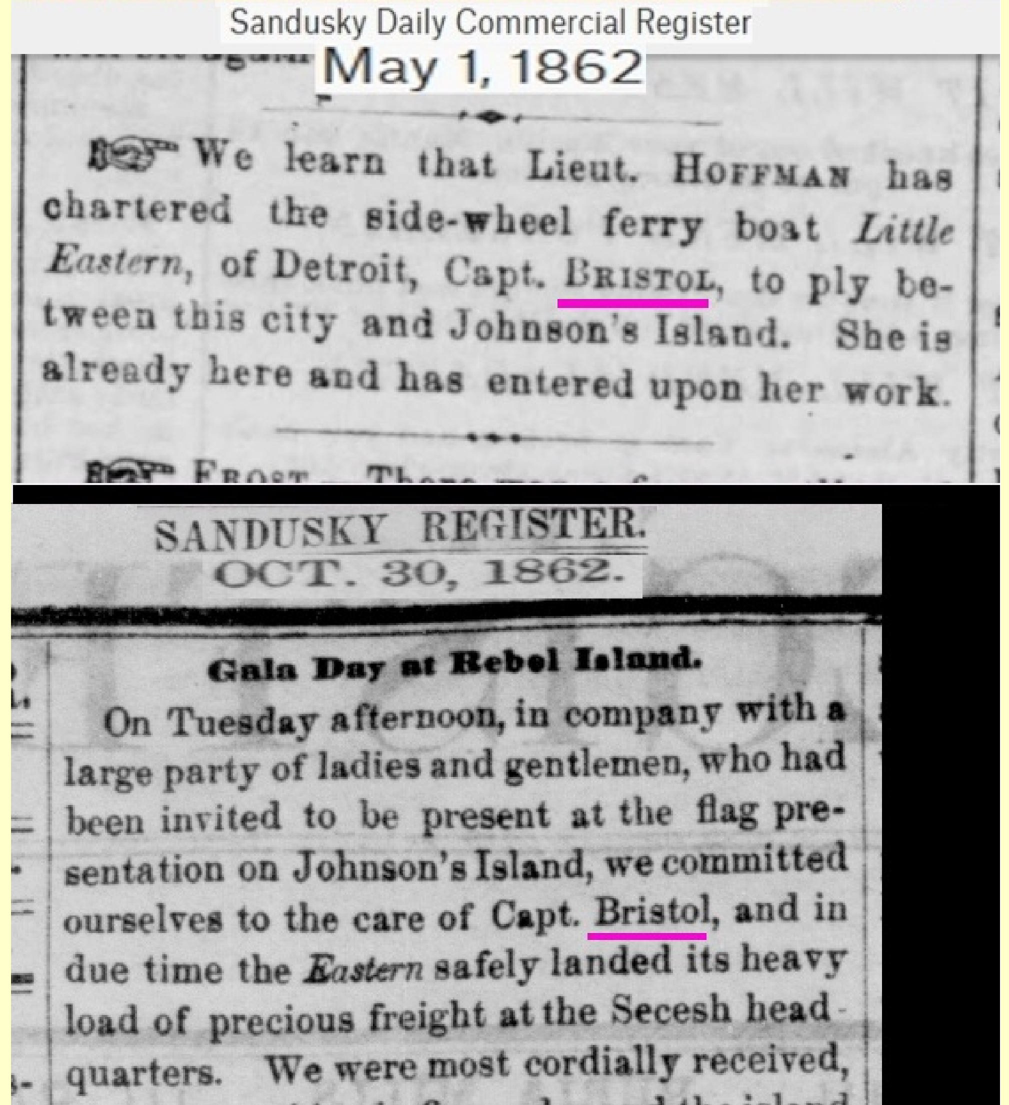

Young Reindeer
Used to transport the first visit
Point in 1870, Zistel's boat on
Confederate officers to the pri
camp on Johnson's Island.
YOUNG REINDEER

That circa-1870 photo was published in a recent book about Cedar Point **;** but the caption is erroneous*, and it failed to mention that this was Zistel's dock at Sandusky City's "East End Cove". [*>That '1870'-built boat was obviously not utilized during the "Civil War". And, the first-known recreational business-enterprise on "Cedar Point" (the "peninsula") had occurred in '1858'.]

[WAS THIS MAN MISTAKENLY ATTRIBUTED TO BE "CAPT. ZISTEL", BY A FECKLESS "HISTORIAN"? (AND NO "HISTORIAN" AFTERWARD, BOTHERED TO SIMPLY DOUBLE-CHECK FOR VERIFICATION?)]


Sandusky Daily Commercial Register May 1, 1862

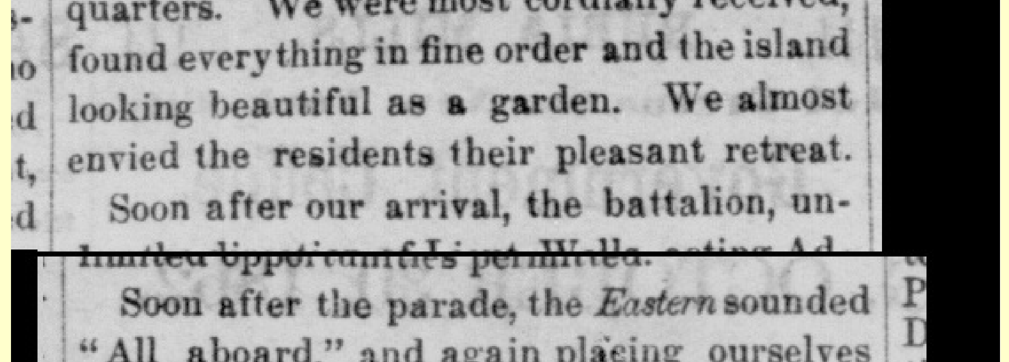
We learn that Lieut. HOFFMAN has chartered the side-wheel ferry boat *Little Eastern*, of Detroit, Capt. BRISTOL, to ply between this city and Johnson's Island. She is already here and has entered upon her work.


SANDUSKY REGISTER. OCT. 30, 1862.

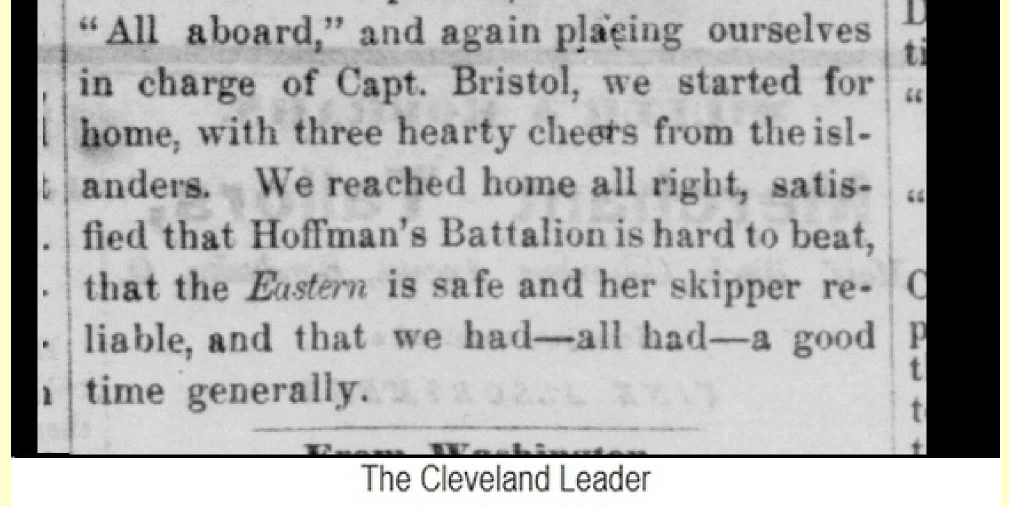
Gala Day at Rebel Island.

On Tuesday afternoon, in company with a large party of ladies and gentlemen, who had been invited to be present at the flag presentation on Johnson's Island, we committed ourselves to the care of Capt. Bristol, and in due time the *Eastern* safely landed its heavy load of precious freight at the Secesh headquarters. We were most cordially received, found everything in fine order and the island looking beautiful as a garden. We almost envied the residents their pleasant retreat. Soon after our arrival, the battalion, un-

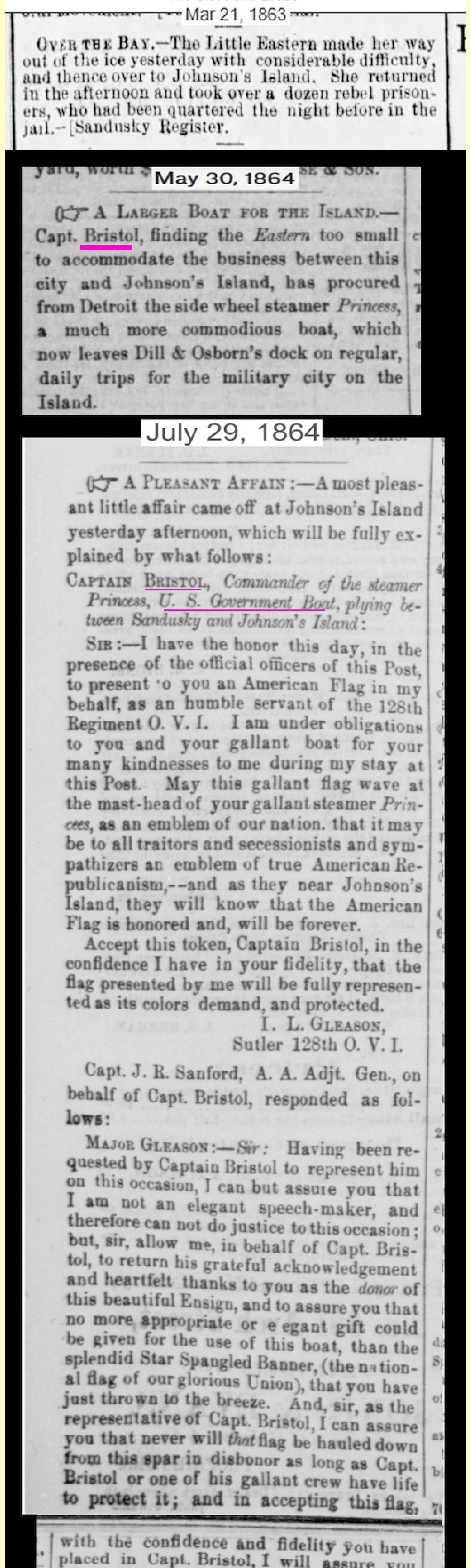
Soon after the parade, the *Eastern* sounded "All aboard," and again placing ourselves in charge of Capt. Bristol, we started for home, with three hearty cheers from the islanders. We reached home all right, satisfied that Hoffman's Battalion is hard to beat, that the *Eastern* is safe and her skipper reliable, and that we had—all had—a good time generally.


The Cleveland Leader Mar 21, 1863

OVER THE BAY.—The Little Eastern made her way out of the ice yesterday with considerable difficulty, and thence over to Johnson's Island. She returned in the afternoon and took over a dozen rebel prisoners, who had been quartered the night before in the jail.—[Sandusky Register.


May 30, 1864

A LARGER BOAT FOR THE ISLAND.—Capt. Bristol, finding the *Eastern* too small to accommodate the business between this city and Johnson's Island, has procured from Detroit the side wheel steamer *Princess*, a much more commodious boat, which now leaves Dill & Osborn's dock on regular, daily trips for the military city on the Island.


July 29, 1864

A PLEASANT AFFAIR:—A most pleasant little affair came off at Johnson's Island yesterday afternoon, which will be fully explained by what follows:

CAPTAIN BRISTOL, *Commander of the steamer Princess, U. S. Government Boat, plying between Sandusky and Johnson's Island*:

SIR:—I have the honor this day, in the presence of the official officers of this Post, to present to you an American Flag in my behalf, as an humble servant of the 128th Regiment O. V. I. I am under obligations to you and your gallant boat for your many kindnesses to me during my stay at this Post. May this gallant flag wave at the mast-head of your gallant steamer *Princess*, as an emblem of our nation. that it may be to all traitors and secessionists and sympathizers an emblem of true American Republicanism,—and as they near Johnson's Island, they will know that the American Flag is honored and, will be forever.

Accept this token, Captain Bristol, in the confidence I have in your fidelity, that the flag presented by me will be fully represented as its colors demand, and protected.

I. L. GLEASON,
Sutler 128th O. V. I.

Capt. J. R. Sanford, A. A. Adjt. Gen., on behalf of Capt. Bristol, responded as follows:

MAJOR GLEASON:—*Sir:* Having been requested by Captain Bristol to represent him on this occasion, I can but assure you that I am not an elegant speech-maker, and therefore can not do justice to this occasion; but, sir, allow me, in behalf of Capt. Bristol, to return his grateful acknowledgement and heartfelt thanks to you as the *donor* of this beautiful Ensign, and to assure you that no more appropriate or elegant gift could be given for the use of this boat, than the splendid Star Spangled Banner, (the national flag of our glorious Union), that you have just thrown to the breeze. And, sir, as the representative of Capt. Bristol, I can assure you that never will *that* flag be hauled down from this spar in dishonor as long as Capt. Bristol or one of his gallant crew have life to protect it; and in accepting this flag, with the confidence and fidelity you have placed in Capt. Bristol, I will assure you that the same will always be maintained by him. In conclusion allow me again on behalf of Capt. Bristol and the crew of his gallant steamer to return to you their kind acknowledgement, not only for the beautiful flag, but for the many acts of kindness that you have always manifested and extended to them.

This token of respect was well merited on the part of Capt. Bristol, and will be a pleasant and very appropriate addition to his little steamer. The *Princess* came back here after the presentation, with all colors flying, among which was a fine little flag, inscribed "Johnson's Island," which was a present to Capt. Bristol from L. B. Johnson.

If Capt. "Zistel" was later wrongly credited as being the one who provided that service to the military, then how will that information ever be corrected, now, on the many, many dozens of websites which continue to perpetuate that lie?

(... even if perhaps the current 'Cedar Point' operating-company issues a public apology about it, and, about all of the other "historical" misinformation by the prior operating-companies?)

Part of the purpose of 'history' is to "give credit where credit is due"*****. Fortunately for Capt. Bristol, he received his proper honor during his own lifetime. But that doesn't excuse "historians"(etc.) for carelessly taking that honor away from him, and giving that honor to a different man, (for the sole purpose of the promoting of a business-enterprise?).

[***** Please also "*give credit where credit is due*" (to "C.P.P.-I.C."), when referencing any of these 'revelations' about the true history of the present-day 'Cedar Point' resort, and the history of the 'island' that it occupies. (The best way to acknowledge that credit, is for the public to distribute the archive.org web-links for these free "C.P.P.-I.C." publications, as widely as possible.) Thank you.]